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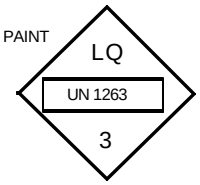
LIST OF UN PAPERS AND RESULTS OF THE 17TH SESSION OF THE SUB-COMMITTEE OF EXPERTS ON THE TRANSPORT OF DANGEROUS GOODS		
AGENDA ITEM	**UN PAPER**	**OUTCOME/DISCUSSION**
1. ADOPTION OF THE AGENDA		
Adoption of the Agenda	ST/SG/AC.10/C.3/33 and -/Add.1 (Secretariat) Provisional agenda, list of documents and annotations ST/SG/AC.10/C.3/33/Add.2 (Secretariat) Provisional timetable	----------
	Background documents (Secretariat): ST/SG/AC.10/25 and -/Add.1 to -/Add.4 Report of the Committee on its twentieth session (Geneva, 7-16 December 1998) ST/SG/AC.10/C.3/32 and -/Add.1 and -/Add.2 Report of the Sub-Committee on its sixteenth session (Geneva, 5-16 July 1999)	----------
2. DEVELOPMENT OF PROVISIONS FOR THE TRANSPORT OF GASES		
2 (a) Gas cylinders and other gas receptacles	ST/SG/AC.10/C.3/32/Add.1 Report of the Working Group	This report was included as a basis for discussion for the pressure receptacles working group. The working group met from December 6-9, 1999 during the course of the SCOE meeting. The working group took into account information papers from the UK, Germany, AEGPL and the US. Results of the working group are provided in CRP.4/... Revised text based on the agreements reached during the working group meeting will be made available by the end of February 2000. There was also an ISO meeting on December 10 at ISO headquarters in which many working group participants attended. This meeting considered ISO Technical Report 14600 which covers quality conformance requirements for gas cylinders. The working group will consider this technical report as a basis for quality conformance requirements to be included in the UN Model Regulations.
2 (b) Multiple element gas containers (MEGCs)	ST/SG/AC.10/C.3/32/Add.1 Report of the Working Group	

3. TRANSPORT IN BULK IN PORTABLE TANKS AND FREIGHT CONTAINERS		
3 (a) Miscellaneous draft amendments to Chapters 4.2 and 6.6	ST/SG/AC.10/1998/3 (Argentina)	This paper identified difficulties in understanding the requirements for portable tanks in Chapters 4.2 and 6.6 relative to the definitions of "maximum allowable working pressure" (MAWP) and design pressure as well as how the definition of these terms affects the testing requirements. Argentina requested clarification of the definitions of MAWP and design pressure and to standardize the references to leakproofness tests and hydraulic tests for purposes of initial and periodic tests. After discussion by the SCOE, the representative from Argentina indicated that the discussions had enabled him to resolve the problems of interpretation in his document.
	ST/SG/AC.10/C.3/1999/66 (IUR/UIC) MAWP, design pressure and test pressure of portable tanks	In this paper IUR/UIC proposed to simplify the portable tank provisions by making editorial amendments to the definitions for MAWP and "leakproofness test" based on the issues raised in the Argentine paper. The US considered this proposal incomplete and did not support it. The SCOE concluded that the proposal was not sufficiently complete and that IUR/UIC, if necessary, should put forth a revised proposal comprising detailed arguments and specific proposals for the amendment of the existing text to allow all the SCOE participants to evaluate the consequences of the proposals and consider if amendments are necessary.
3 (b) New provisions for the transport of solid substances in tanks	ST/SG/AC.10/C.3/1999/93 (Germany)	In this paper Germany indicated that the Recommendations largely contain requirements for portable tanks fo the transport of gases and liquid substances, whereas solid substances are taken into account in the form of exceptions relative to minimum wall thickness and bottom openings. Germany proposed to amend the Model Regulations to include more specific provisions for the carriage of solid substances (e.g. powdery or granular solid substances, molten or resolidified substances and liquid substances at elevated temperatures). Germany indicated that the requirements proposed were generally consistent with the requirements applicable to the transport of solids in the IMDG Code. The US agreed in principle with the intent of Germany's proposal. The proposal in paragraph 2.1 for powdery or granular substances were adopted with some editorial amendments. The proposal in paragraph 2.2 relative to elevated temperature substances was referred to a working group which revised the proposal while placing some paragraphs in brackets pending further review prior to the next session of the SCOE. The US plans to review this text and provide comments for the 18th session, if necessary.
3 (c) New provisions for the transport of solid substances in bulk in freight containers	ST/SG/AC.10/C.3/1999/92 (Germany) Amendment to 1.2.1, 4.3 and 6.8	In this paper Germany proposes to revise the Recommendations to include provisions for the transport of solid dangerous goods in bulk. Requirements for the design, construction, testing and certification of bulk containers would be added as a new Chapter 6.8 in the Model Regulations. The basic intent of the proposal is to allow the use of non-spec bulk packagings for certain low hazard materials similar to the assignment of 173.240 to hazardous materials in the HMR. The US supported this proposal principle, however, the proposal had numerous problems which needed to be resolved. Many SCOE participants supported the proposal in principle but felt that the proposal needed a lot of work before it could be accepted. Some participants indicated that the term bulk needs to be harmonized since different interpretations exist for land and sea transport in various regulations. Several participant indicated the proposed requirements for bulk transport of solids should be limited to relatively few products on a case by case basis since transport in tanks offers a higher level of safety. Based on the numerous detailed comments, Germany agreed to take the comments into consideration and resubmit the proposal.
4. TRANSPORT OF DANGEROUS GOODS DOCUMENTATION		

4. Documentation	ST/SG/AC.10/1998/6 (India) Documentation for wastes	Since the expert from India was not present at the meeting, this paper was not addressed.
	ST/SG/AC.10/C.3/1999/58 and -/Add.1 (USA) Harmonization of transport document requirements	Consistent with the Committee's decision to harmonize the documentation requirements for dangerous goods, the United States reviewed the documentation requirements in various national, regional and international transport regulations. The US took the position that the requirements in the various regulations (i.e. UN Model Regulations, IMDG Code, ICAO TI) while in need of harmonization are appropriate and that there is no reason for substantial amendments. The emergency response requirements proposed by the US were not accepted at this time but the US was asked to propose this in a separate proposal if deemed necessary. The proposal was reviewed by an informal working group and the proposal was amended based on the views of the working group. There are some issues which require further consideration and some issues will be addressed by separate papers. The revised text was annexed to the report as a working document for consideration at the 18th session of the SCOE (see CRP.4).
	ST/SG/AC.10/C.3/1999/67 (UIC) Transport of Dangerous Goods Documentation	In this paper IUR/UIC proposed to require that the UN number be indicated first in the basic description on the transport document and also proposed new requirements for indicating subsidiary risks for Class 2 substances. The US did not support this proposal and submitted an INF paper providing justifications for maintaining the current requirement. The SCOE decided by a narrow margin (9-8) to maintain the current basic description sequence. UIC's proposal concerning Class 2 also was not adopted.
	ST/SG/AC.10/C.3/1999/69 (CEPE) Transport of Dangerous Goods Documentation	This paper addressed the shipping paper requirements in Chapter 5.4. CEPE indicated that it is interested in harmonizing shipping paper requirements on the basis of existing requirements in the model, regional, national and international regulations. This paper did not provide any new proposals but simply indicated that CEPE i continuing to collect information and intends to submit a proposal for a future session of the SCOE. The US indicated that only minor amendments and reformatting are necessary to align the modal, regional and national requirements. The SCOE indicated that it favored the US proposal and referred it to a working group.
	ST/SG/AC.10/C.3/1999/91 (Netherlands) Sequence of information on transport document (Netherlands)	In this paper the Netherlands proposed to require that the UN number appear first in the sequence of information required in the basic description on the transport document. As stated above, this proposal was not adopted. Belgium stated that they intend to propose that the sequence of information be made optional.
5. MISCELLANEOUS DRAFT AMENDMENTS TO THE MODEL REGULATIONS ON THE TRANSPORT OF DANGEROUS GOODS		

5 (a) Listing and Classification	ST/SG/AC.10/C.3/1999/30/Rev.1 (Germany) New entry for solvent free acetylene	This paper proposed the addition of ACETYLENE, SOLVENT FREE to the UN DG List to eliminate the need for special authorization or agreements for transporting acetylene solvent-free. Solvent free acetylene is not widely used in the US. However some industry representatives expressed interest in using it. From a safety perspective the solvent free acetylene does not pose the same risks in transport as the acetylene dissolved in acetone and is considered safer. The US supported the German proposal to add the new entry to the Dangerous Goods List. The SCOE adopted the proposal and referred the details concerning development of amendments to Packing Instruction P200 to the pressure receptacle working group. Germany agreed to provide a proposal for packing instruction requirements for consideration by the working group during the 18th session.
	ST/SG/AC.10/C.3/1999/52 (Belgium) Cargo transport unit under fumigation	This paper was in response to the decision taken at the 16th session of the Sub-Committee to add a new entry to the Dangerous Goods List for "CARGO TRANSPORT UNIT UNDER FUMIGATION". Belgium stated that to eliminate all possible confusion due to varying definitions for "cargo transport unit" and "transport unit" in the IMDG Code and in the ADR/RID, the use of the words "transport unit" should be avoided in the proper shipping name. Belgium proposes to replace the proposed "CARGO TRANSPORT UNIT UNDER FUMIGATION" with "FUMIGATED UNIT" . There was also a new special provision which proposed clarifying the meaning of the term "FUMIGATED UNIT". This proposal was adopted by the SCOE.
	ST/SG/AC.10/C.3/1999/59 (Canada/US/EFMA)	The proposals in this document are provided to streamline the current proper shipping names and classification procedures for ammonium nitrate and ammonium nitrate fertilizers. The SCOE agreed that the current number of ammonium nitrate fertilizer entries could be reduced and more specifically that the entries for UN 2067, 2068, 2069 and 2070 could be replaced by a single entry, which would be numbered as UN 2067 since this is the most commonly used existing entry. The SCOE also agreed to delete UN 0223 since mixtures under this description are not used as fertilizers. The SCOE also agreed to delete UN 2072 on the basis of comments from EFMA confirming that based on the manufacturing procedures ammonia nitrate fertilizers with more than 0.4% combustible substances are not produced. A new special provision was adopted for UN 2067. The Netherlands, in relation to the proposed special provision "AAA" questioned the appropriateness of Tes 1 and 2. There was some support for amending the descriptive text in the proper shipping name for UN 0222 by including the words "exhibiting explosive properties" to clearly indicate that the ammonium nitrate substance exhibits explosive properties. Canada/USA/EFMA were asked to revise their proposal on the basis of the discussions and decisions taken for consideration at the 18th session of the SCOE.
	ST/SG/AC.10/C.3/1999/74 (Canada) Hydrazine hydrate and hydrazine, aqueous solution	At the 16th session the US proposed that UN 2030 be amended to remove specific reference to a maximum hydrazine concentration of 64%, by mass, and to provide for the classification of aqueous hydrazine solutions in any of the three packing groups. Canada indicated that aqueous solutions of hydrazine and water where more than 64% hydrazine is present might be better described as "mixtures of hydrazine and hydrazine hydrate". They proposd to add a new PSN "HYDRAZINE HYDRATE". The SCOE agreed to delete the words "HYDRAZINE HYDRATE, or" in the PSN for UN 2030.
	ST/SG/AC.10/C.3/1999/75 (Canada) Generic chlorosilane entries	This paper was withdrawn. However, CEFIC indicated that they would come back to this at the 18th session.

	ST/SG/AC.10/C.3/1999/80 (UK) Water-wetted and phlegmatised explosives	This paper identifies a number of classification and packaging problems and in some cases, offers alternative solutions for a series of anomalies in the UN text for water-wetted explosives. The SCOE agreed to develop specific entries for desensitized explosives for the entries assigned to SP 15 and SP18. The US indicated that the SCOE should not adopt new entries for desensitized explosives unless it could be confirmed that all of the entries are necessary on the basis that the applicable substances are being transported. The UK agreed to take all of the comments into account and to prepare a new proposal for the 18th session.
	ST/SG/AC.10/C.3/1999/81 (UK) Transport of materials capable of undergoing uncontrolled polymerization/Stabilization by means of temperature control	This paper proposed to add special provisions applicable to substances which have been stabilized by means of temperature control. Separate provisions for gases, liquids, and substances in IBCs or tanks have been proposed. The SCOE adopted the UK proposal in principle but several participants indicated that the propos special provisions would not always be necessary since some of the substances listed were never transported under temperature controlled conditions. These participants preferred to put the requirements in a general section which was agreed (see CRP.4).
	ST/SG/AC.10/C.3/1999/85 (USA) Miscellaneous amendments relating to desensitized explosives	In this paper the US proposed to correct several errors in the UN Model Regulations related to desensitized explosives. The amendments proposed were considered to be of an editorial nature. The expert from the UK agreed to take these amendments into account in a single proposal for the 18th session taking into account the comments made by various SCOE participants.
	ST/SG/AC.10/C.3/1999/86 and -/Add.1 (China) Lighters and lighter refills	In this paper China proposed a pressure test for lighters. China identified four test standards used to test lighters. The SCOE agreed that a pressure test should be required for lighters and lighter refills. It did not however, agree to the specific test proposed by China. The SCOE indicated that the test criteria proposed by China does not appear to be adequate for measuring the leak rate. The SCOE indicated that it favored tests and criteria specified in ISO 9994:1995. Since a number of tests are specified in the ISO standard, China will resubmit its proposal proposing specific tests applicable to pressure testing in the ISO standard.
	ST/SG/AC.10/C.3/1999/89 (USA) Amendment to SP216	In this paper the US proposed to revise SP 216 consistent with A46 in the ICAO Technical Instructions. The following text was adopted “Sealed packets containing less than 10 ml of a packing group II or III flammable liquid absorbed into a solid material are not subject to these Regulations provided there is no free liquid in the packet."
	ST/SG/AC.10/C.3/1999/94 (Germany) Airbags inflators, airbag modules and seat-belt pretensioners	In this paper Germany proposed to add new provisions to the Recommendations for air bag inflators/modules containing compressed flammable gases or inflators/modules containing flammable, pyrotechnic or oxidizing materials. The proposal was not discussed. Germany may submit a revised proposal for the 18th session of the SCOE.
5 (b) Organic peroxides/Self-reactive substances		An INF paper from CEFIC and Finland which proposed new organic peroxide entries was discussed. Based on comments CEFIC and Finland will submit a formal paper for consideration at the 18th session of the SCOE.

5 (c) Lithium batteries	ST/SG/AC.10/C.3/1999/73 (Canada/Japan) Lithium Batteries	In this paper Canada and Japan informed the SCOE of the results of the intersessional work done with respect to requirements for lithium batteries. It included revisions to the testing requirements and a new proposal for a "quarantine period" to address cases involving severe abuse in the handling of shipments of lithium cells or batteries. A number of issues pertinent to lithium batteries are still in the discussion stage, including the scope of the tests, the appropriateness of certain tests, and the specific design of certain tests. The document includes a number of square brackets to indicate where text needs to be considered further. An informal working group met and concluded that additional work was necessary before this item could be considered by the SCOE. A revised proposal may be submitted during the next session. Canada and Japan will decide whether an informal working group will be convened.
5 (d) Chapter 3.4 (Limited quantities)	ST/SG/AC.10/C.3/1999/56 (Australia)	 In this paper, Australia proposed to amend the requirements in chapter 3.4 concerning limited quantities to include a marking for limited quantities such as the one pictured here, and to require that all land transport units transporting dangerous goods in limited quantities be placarded when more than 2000 L/kg per load are transported and have documentation (i.e. shipping papers) when the total quantity of the dangerous goods on the vehicle is equal to or exceeds 2000L/kg. This document was considered along with the UK proposal (1999/84) and the Belgium proposal (1999/65). The SCOE agreed that the limited quantity provisions should be harmonized for multimodal transport. After a discussion of the Australian proposal the SCOE agreed to use the UK proposal in 1999/84 as a basis for discussion. Australia indicated that it would submit a revised proposal for the 18th session.
	ST/SG/AC.10/C.3/1999/60 (USA)	At the 16th session the Sub-Committee considered a side by side comparison of limits for limited quantities applied to different classes under the UN Model Regulations, the IMDG Code, the ADR/RID and US regulations in 49 CFR in an information paper provided by the US. It was agreed at that time to attempt to harmonize the limits for the three modes of transport and the Sub-Committee agreed to pursue this at its next meeting. As agreed, the US provided this document as a basis for discussion on reaching agreement on harmonized limits for each relevant class or division of dangerous goods. The limits in this proposal were adopted by the SCOE with the exception that the proposal was corrected so as not to apply to UN 1993, PG was not adotped and some Class 9 substances (i.e. UN 2990, 3072, 3090 and 3091) were not authorized for transport as limited quantities).
	ST/SG/AC.10/C.3/1999/63 (USA)	In this paper the US proposes that chemical or first aid kits which contain substances in inner packagings containing less than the maximum quantity authorized in Column 7 for a specific substance be authorized for transport in accordance with the limited quantity provisions in Chapter 3.4. This would allow kits to be shipped under the limited quantity provisions. This proposal was adopted with minor amendments. The Packing Instruction P901for chemical kits needs to be considered since packing instructions are not normally applied to limited quantity materials.
	ST/SG/AC.10/C.3/1999/65 (Belgium)	In this paper Belgium proposed that the marking for limited quantities on packages should be diamond-shaped, with the same dimensions as the danger labels of sub-chapter 5.2.2 on the basis that this will be more readily recognized by users and emergency responders as an indication for the presence of dangerous goods. The SCOE agreed that the UN numbers of the substances contained in limited quantity packagings should be marked on the packagings within a diamond which was preferred (following a vote) to a rectangle. The proposal to put "LQ" in the diamond was not supported. The SCOE also confirmed that all UN numbers should be indicated in the diamond when more than one UN number applies.

	ST/SG/AC.10/C.3/1999/84 (UK)	In this paper the UK proposes the adoption of provisions for limited quantities and consumer commodities, and a new corresponding entry in the dangerous goods list with a distinctive ID number: UN 5000. The pape also proposes that packages containing consumer commodities be marked with the UN number(s) of the contents (preceded by the letters "UN") placed within a rectangle. The proposal to use UN 5000 for consum commodities was not adopted. There was no consensus regarding how to harmonize consumer commodity requirements. The UK proposal for paragraph 3.4.9 was not adopted. Many delegations were concerned about how to distinguish between consumer commodities and limited quantities.
5 (e) Packagings	ST/SG/AC.10/1998/5 (India) Testing and shipping of IBCs	Since the expert from India was not present at the meeting, this paper was not addressed.
	ST/SG/AC.10/C.3/1999/3 (Argentina) Testing and shipping of packagings	In this paper Argentina expressed concern with the retest periodicity for IBCs. The US indicated that IBCs should simply not be filled after the expiration of the periodic test date. Since there was no proposal in this document the SCOE did not take a decision.
	ST/SG/AC.10/C.3/1999/33/Rev.1 Editorial changes to Chapter 6.5 (ICIBCA)	In this paper ICIBCA informed the SCOE that the CEN/ISO Working Group on Package Testing (CEN/TC261/SC1/WG6 ISO/TC122/SC3/WG8) has identified a lack of clarity and potential for misinterpretation as between the use of the terms "fill", "filled" and "filling" and "load", "loaded" and "loading" in Chapter 6.5 of the Model Regulations. In this paper ICIBCA proposed to clarify these terms. It was proposed to use the terms: "fill", "filled" and "filling" to refer to the contents of an IBC and to use the terms "load", "loaded" and "loading" to refer to superimposed masses and other matters external to the IBC. With some additional minor changes the proposal was adopted.
	ST/SG/AC.10/C.3/1999/51 (HMAC) Salvage packagings	In this paper, HMAC proposed to amend the definition of "salvage packaging" to indicate that salvage packagings may be used for "non-conforming" dangerous goods packages. The proposal was adopted.
	ST/SG/AC.10/C.3/1999/53 (Belgium) IBCs for substances liable to become liquid during transport	In this paper Belgium proposed to amend paragraph 4.1.3.4 to clarify that PG I solid substances that may liquefy during transport are not authorized for transport in IBCs. This proposal was adopted.
	ST/SG/AC.10/C.3/1999/55 Use of IBCs: Vapour pressure limitation (Sweden/Norway)	In this paper Sweden and Norway responded to the inclusion of the new restrictions on vapour pressure for the transport of substances with a vapor pressure greater than 110 kPa at 50 ^{0}C or 130 kPa at 55 ^{0}C. The pap proposed to add a new special packing provision to as follows: "Ammonia solution in concentrations up 25% may be transported in rigid or composite plastics IBCs (31H1/31H2/31HZ1)." The SCOE confirmed that it was not interested in reversing its position on the vapor pressure limits. There were mixed opinions on whether the proposed exception should be allowed but in the end the SCOE agreed to adopt the proposal.
	ST/SG/AC.10/C.3/1999/71 (Spain) New test for drums of steels 1A1 and 1A2, 1B1 and 1B2, 1N1 and 1N2	This paper proposed to include a vibration test for drums in Chapter 6. The proposed test was consistent wi that required in 49 CFR. The majority of SCOE members agreed that a vibration test should be included in th UN Model Regulations however there was no consensus on which test and how it should be applied. Spain indicated that they would revise their paper for consideration at the 18th session.
	ST/SG/AC.10/C.3/1999/72 (Spain) Minimum wall thickness of steel drums	Spain withdrew this proposal.

	ST/SG/AC.10/C.3/1999/78 (France) Chapter 4.1 - PI P601, P401, P402	In this paper France indicated that in several packing instructions (PI 401/402 and 601) cylinders and drums are authorized, and points out that the drums are not required to undergo periodic testing. France proposed to require periodic testing and inspection of these drums. The US did not agree with France's proposal, as the Recommendations often allow for different packaging choices, which may have varying degrees of protection. France provided an information paper at the meeting revising their proposal. Based on the comments received France agreed to revise their proposal and resubmit it for the 18th session of the SCOE.
	ST/SG/AC.10/C.3/1999/79 (UK) Unpackaged articles	In this proposal the UK proposed to add text to the Recommendations regarding unpackaged articles of other than Class 1. The proposed text recommended that the competent authority should be able to approve for transport "large and robust articles" such as flexible fuel containment systems, military equipment, machinery or equipment containing dangerous goods above the limited quantity thresholds. The SCOE adopted this proposal (see CRP.4).
	ST/SG/AC.10/C.3/1999/87 (ICCR) Reprocessing of IBCs	This paper was withdrawn. ICCR proposed to have a meeting between the various interested parties (e.g. ICIBCA, ICCR, ICPP, CEFIC, ICDM, etc.) in Brussels (Jan. 2000) to consider any problems which may exist concerning reuse and repair of IBCs and to consider if there is a need for greater clarity in IBC reuse and reprocessing. The SCOE urged ICCR to consider the viewpoints and needs of IBC users with the objective of clarifying existing requirements, if necessary.
	ST/SG/AC.10/C.3/1999/88 (South Africa) Date marking on IBCs, large packagings and portable tanks	In this paper South Africa proposes to adopt the ISO format for the date marking on IBCs, large packagings and portable tanks. This proposal was not adopted.
	ST/SG/AC.10/C.3/1999/90 and -/Add.1 (China) Amendments to flexible material large packagings top lift tests	In this paper China proposes to revise paragraph 6.6.5.3.2.2 concerning the preparation of large packagings for the top-lift test to require that flexible large packagings be loaded to six times their maximum permissible gross mass, as opposed to two times as currently required for all large packagings. The US supported this proposal because it is consistent with how flexible IBCs are dealt with in 6.5.3.2.2. The proposal was adopte (see CRP.4).
	ST/SG/AC.10/C.3/1999/95 Reprocessing of IBCs (ICIBCA)	This paper was not discussed since the paper by ICCR was withdrawn.
5 (f) Infectious substances	ST/SG/AC.10/C.3/1999/83 Classification and packaging of diagnostic specimens (Germany/United Kingdom)	The UK proposed a new entry for diagnostic specimens, and a new packing instruction PI 650. The SCOE generally supported this proposal but it was agreed that the UK and Germany would revise the proposal and resubmit it for the 18th session on the basis of the comments received (e.g. US did not favor labeling requirements, the package quantities were revised to be more consistent with the ICAO limits).
5 (g) Toxic by inhalation substances	No proposal has been submitted under this sub-item.	
5 (h) Segregation	No proposal has been submitted under this sub-item.	
5 (i) Miscellaneous	ST/SG/AC.10/C.3/1999/54 (Belgium) Section 1.2.1 - Definition of "Liquids"	In this paper Belgium proposes to amend the definition for "liquids" to specifically exclude gases by making use of the defining criteria for gases in the definition. The proposal was adopted.

	ST/SG/AC.10/C.3/1999/70 (AEGPL) Specimen labels concerning LPG cylinders and LPG gas containers	This paper proposed that the flammable gas danger warning sign for LPG cylinders and gas cartridges be permitted to be stencilled in paint in one color on cylinders. The UK indicated that they have authorized this practice for 10 years by an exemption with no adverse repercussions on safety. The US did not support this proposal, however the SCOE adopted it. The final text will need to be reviewed. The US believes that the text in the UK proposal needs to be revised because it is not very clear and doubts that this provision should be allowed on a worldwide basis.
6. DRAFT AMENDMENTS TO THE MANUAL OF TESTS AND CRITERIA		
6 (a) General	No proposal has been submitted under this sub-item.	
6 (b) Health hazards and hazards to the environment	ST/SG/AC.10/C.3/1999/27 (United Kingdom)	In this proposal the UK proposed the inclusion of provisions for the transport of environmentally hazardous substances (i.e. aquatic pollutants). The paper proposed criteria developed by an OECD working group on environmental hazards. The US published a federal register notice on March 25, 1999 inviting public comments on the criteria and their incorporation in the UN Recommendations. The US supported inclusion of the OECD criteria as presented in the UK proposal in the UN Model Regulation. Some delegations indicated that they preferred a supplemental list to be incorporated in the Model Regulations to alleviate the need to test when a substance is listed. The US indicated that the requirements should only be adopted when the mixtures requirements and a guidance document is developed. However, the US supported attaching the UK's proposed text with some modifications as an annex to the report of the SCOE as a basis for future adoption. The US noted that QSAR bridging provisions are included in the UK document and would be useful in minimizing the need to test every environmentally hazardous substance. The SCOE agreed to adopt the UK proposed text with editorial amendments and to attach it to the report (see CRP.4) as a basis for future consideration.
	ST/SG/AC.10/C.3/1999/77 (Belgium)	During the 16th session, ST/SG/AC.10/C.3/1999/27 from the United Kingdom was discussed and written comments were requested. Belgium supported the scheme of 2.9.2.8 proposed by the Netherlands, rather than that proposed by the United Kingdom (Annex 2 to this document). And indicated that the property "hazardous to the environment" is an intrinsic property of the substance and therefore there should be no differences between packagings, IBCs and portable tanks. They further indicated that the environmental hazard of products transported in bulk in a tanker is a totally different issue due to the operational discharge by tankers ballast, cleaning). Belgium proposed that a list of aquatically toxic materials should be included in the Model Regulation and that this should be a closed list (i.e. no provision for self classification by the shipper). No decision was taken on this point, however the SCOE has previously supported a criteria based system.
6 (c) Physical hazards including criteria for flammable aerosols	ST/SG/AC.10/C.3/1999/64 (Norway) Flammability and classification of aerosol dispensers	Norway proposed that aerosols should be classified as flammable, when either the propellant gas is a flammable gas or the other phase inside the aerosol on its own is a flammable liquid or a flammable solid. The paper also proposed an extensive change to special provision 63 to implement this criteria (see discussion of the CSMA and FEA papers in CRP.4/Add.4). This proposal was not adopted.

	ST/SG/AC.10/C.3/1999/68 (Secretariat/CSMA) and ST/SG/AC.10/C.3/1999/68 (FEA)	The CSMA paper summarized the work conducted by CSMA over a two year period to pursue global harmonization of flammability classification for aerosols. This was a comprehensive proposal proposing performance tests for the classification of aerosols. The US coordinated an interagency position on this issue prior to the meeting. The US supported a single set of flammability criteria for all regulatory purposes. The SCOE considered whether two levels of aerosol flammability should be defined: extremely flammable and flammable but there was no consensus view in this regard. The US and CSMA indicated that the flammability of aerosols should be based on the performance tests provided in the CSMA and FEA documents. The US indicated that there were some minor differences in the test procedures and that these should be worked out between CSMA and FEA. There was a long discussion on the 25% cut-off and 45% cut-off exceptions proposed in the CSMA and FEA documents. There was no consensus on these cut-off values. The SCOE agreed that an aerosol which contains flammable components with a flash point less than 93 ^{0}Cshould be subjected to the tests proposed by FEA and CSMA. FEA agreed to provide additional data to support a specific percentage cut-off where testing would not be required and to work with CSMA to revise the agreed upon aerosol flammability tests consistent with the format of the UN Manual of Tests and Criteria. FEA agreed to submit this text for the 18th session of the SCOE (see discussion of the CSMA and FEA papers in CRP.4/Add.4).
	ST/SG/AC.10/C.3/1999/82 (UK) Amendment to SP 63	During the sixteenth session of the Sub Committee the UK proposed amendments to SP 63 to recognize that beside flammability, aerosol contents can have other properties such as toxicity and corrosivity (ST/SG/AC.10/C.3/1999/26) and argued that certain levels of these substances should be prohibited. The discussion identified a problem concerning toxicity and the expert from the United Kingdom revised their proposal to take account of the comments received. This paper proposed amendments to SP 63 and to add a new SP for Receptacles, small containing gas, UN 2037 since not all substances transported in aerosols are transported as gas receptacles. The UK indicated that toxic gases should not be used as a propellant. The US agreed with the proposed requirements for defining when a corrosive or toxic subsidiary risks apply. The majority of the experts supported the proposal and the SCOE adopted it with the agreed upon amendments (see CRP.4).
6 (d) Hazard communication	The Sub-Committee will be informed of the progress made by the ILO Working Group on Hazard Communication (Washington 1-4 November 1999	
7. OTHER BUSINESS		
8. ADOPTION OF THE REPORT		

UN Papers for the UN Sub-Committee meetings may be downloaded from the UN Transport Division web site at: http://www.unece.org/trans/main/dgdb/dgsubc/c3doc.html. Visit the site of the Office of Hazardous Materials Safety's International Standards Coordinator for pertinent information relative to the office's international activities including: Schedules of International Meetings, The UN Recommendations on the Transport of Dangerous Goods (UN Model Regulation), The UN Committee and Sub-Committee of Experts on the Transport of Dangerous Goods, International Atomic Energy Agency International Maritime Organization's Dangerous Goods, Solid Cargoes and Containers (DSC) Sub-Committee, International Civil Aviation Organization (ICAO) Dangerous Goods Panel European Agreements Concerning the International Carriage of Dangerous Goods by Road (ADR) and Rail (RID) North American Free Trade Agreement (NAFTA) Hazardous Materials Land Transportation Standards Sub-Committee at: http://hazmat.dot.gov/intstandards.htm.